examine the physical improvements which are recommended, let us discuss the background and reasoning used in the thorough-fare plan.

The first step in thoroughfare planning is to identify the functions which the different streets perform. By function, we mean what kind of a street is this particular street, i.e., what kind of traffic does the street carry. The street identification by type is accomplished by examining current traffic volumes, pavement widths, and traffic flow. Following the classification of all streets within the urban area we try to work out the best possible scheme for moving traffic into, around, and through the city.

In classifying the street system, we have used the following terms.

(1) Cross-Town Routes - those streets generally bounding the downtown area of a city. Examples of cross-town routes are Foushee Street and Factory Street.

(2) Radial Routes - those streets moving traffic from the suburban areas to the center of a city. Examples of radial routes are Mountain Road, Chub Lake Road, and Leasburg Road.

(3) Inner Loop - those streets which carry traffic from one section to another in a circumferential or circular manner without going through the center of the city. Examples of the inner loop type streets would be Hillcrest Road to Winhaven Street.

(4) Outer Loop - those streets designated to carry traffic around the city, without actually entering the built-up areas. An example of this would be the construction of a road connecting N. C. 57, U. S. 158, N. C. 49, N. C. 157 and U. S. 501 south.